

IMPORTANT— REAR

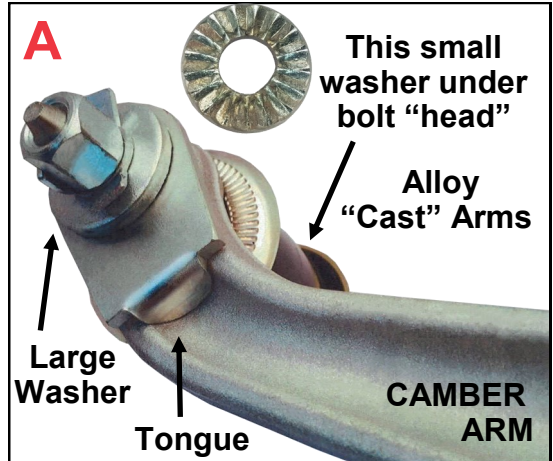
Quick Reference / Check List

... For long term maintenance free operation

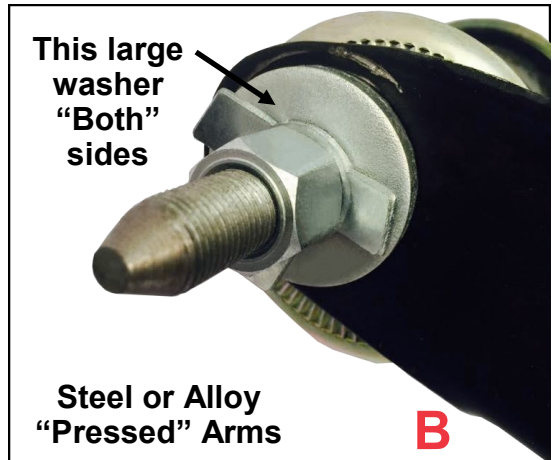
1. **As per attached instructions** - No need to deflate airmatic suspensions (on car bush extraction tool supplied - for the lower arm inner Camber bush).

2. **See A & B pictures** - re correct CAMBER bolt / washer assembly (Steel or Alloy Control arms).

3. **K-MAC bushes can be inserted in any offset position.** Unique patented design breakthrough - allows use of single wrench, to rotate bolt head (check nut loose) to required alignment setting - accurately "under load" direct on alignment rack. **on "slide plates" when adjusting tires "sideways" for Camber** (So bushes not overloaded).



4. **IMPORTANT-** adjustment of **CAMBER** - disconnect TOE arm to prevent binding / locking up!



5. **Once alignment completed** - Make sure / check "all '4' nuts" are fully tightened (81 Nm - 60ft/lbs). Then use the specially designed K-MAC lock tabs to fully secure each nut (fold at 90° 'one' - of the 3 tabs that lines up with flat side of each nut).

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- Loose connection allows metal to metal contact / noise •